

Federal Funds for General Aviation Airports

WSDOT supports the leveraging of federal aviation funds to the fullest extent possible to preserve Washington State's system of airports. The decision whether to accept federal funds is to be made by each airport.

What is AIR-21?

AIR-21 stands for the *Wendall H. Ford Aviation Investment and Reform Act for the 21st Century* that reauthorized the Federal Aviation Administration (FAA) budget through FY 2003 including the new Non-Primary Entitlement funding for general aviation airports.

What are Non-Primary Entitlements?

For the first time, AIR-21 sets aside grant funds for general aviation airports listed in the National Plan of Integrated Airport Systems (NPIAS) for pavement maintenance work. General aviation airports can each receive up to \$150,000 per year based on the FAA assessment of maintenance needs over a 5-year period. This set-aside is available for each year (2001- 2003) when Congress appropriates at least \$3.2 billion for FAA funding. To clarify, the set-aside for general aviation airports kicks in when FAA appropriations reaches the magic number of \$3.2 billion. Note: If FAA funding drops below \$3.2 billion, the set aside funds evaporate.

Which Airports will Receive the New Funds?

For federal fiscal year 2001 (October 1, 2000 through September 30, 2001) available funding is based on FAA's partial assessment of general aviation maintenance needs determined in 1998. In our state, eight smaller general aviation airports have funds set aside for pavement maintenance projects in FFY 2001: Chelan, Colfax, Davenport, Hoquiam, Ione, Sunnyside, Toledo, Wilbur.

For FFY 2002 – 2003, it is likely FAA will use an expanded list of airport projects from 2001 NPIAS. If so, 12 additional airports will be able to tap into funds set aside for their airport: Brewster, Cashmere, Cle Elum, Oroville, Electric City, Methow State, Ocean Shores, Odessa, Othello, Packwood, Rosalia, and Langley.

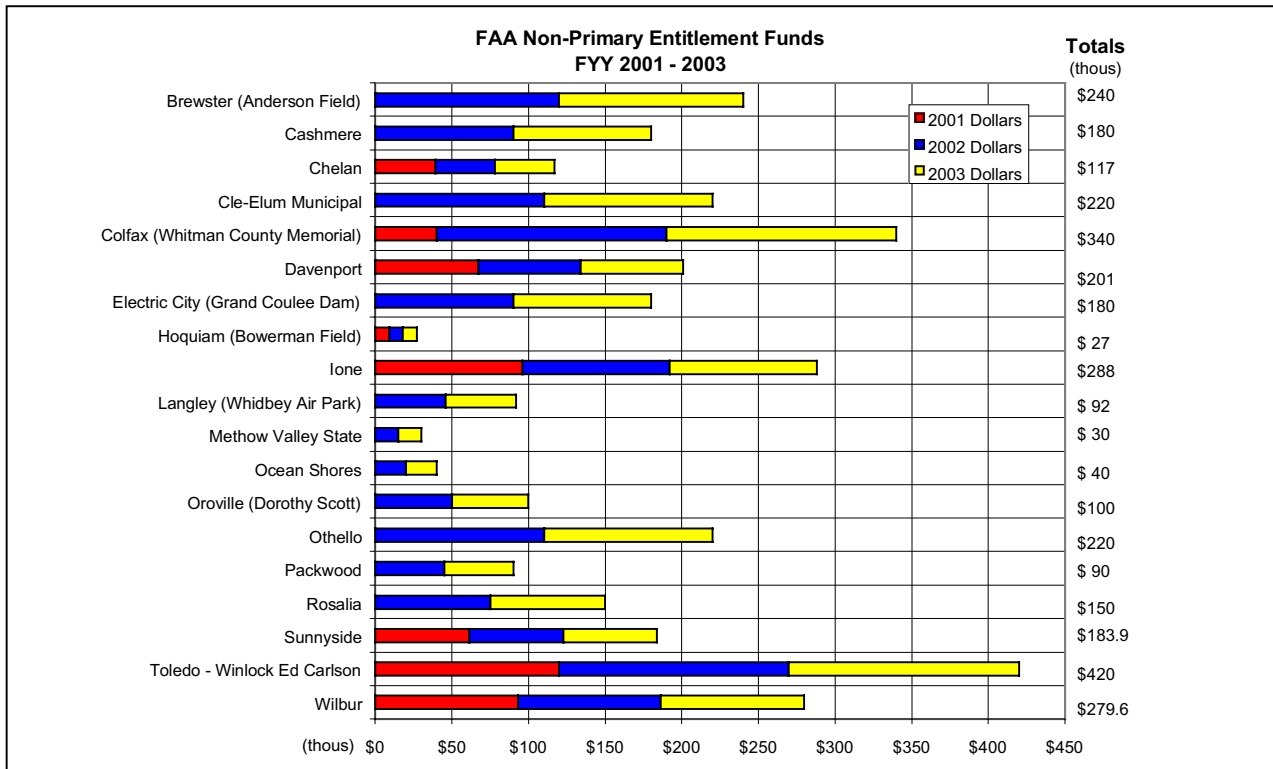


Table 1. Projected Funding Levels

How Long Will the Funding Last?

The Non-Primary funds are available for each federal fiscal year from FFY 2001 – 2003. For convenience, airports can roll funds over for the first year (2001) or second year (2002) and use all of the money in the third year (2003) if funding a larger project. Set-aside funds cannot be transferred to other airports and unused funds expire after three years and are turned back to Washington, DC.

Which Projects are Eligible for Funding?

The Non-Primary Entitlement funds are specifically for routine work to preserve and extend the useful life of runways, taxiways, and aprons at general aviation airports. Eligible projects include seal coat, joint sealing, fog seal, overlay, patching, marking, cleaning drainage facilities, and fencing. FAA allows state highway specifications for eligible pavement work.

WSDOT Airport Grant Program 2001-2003 Biennium

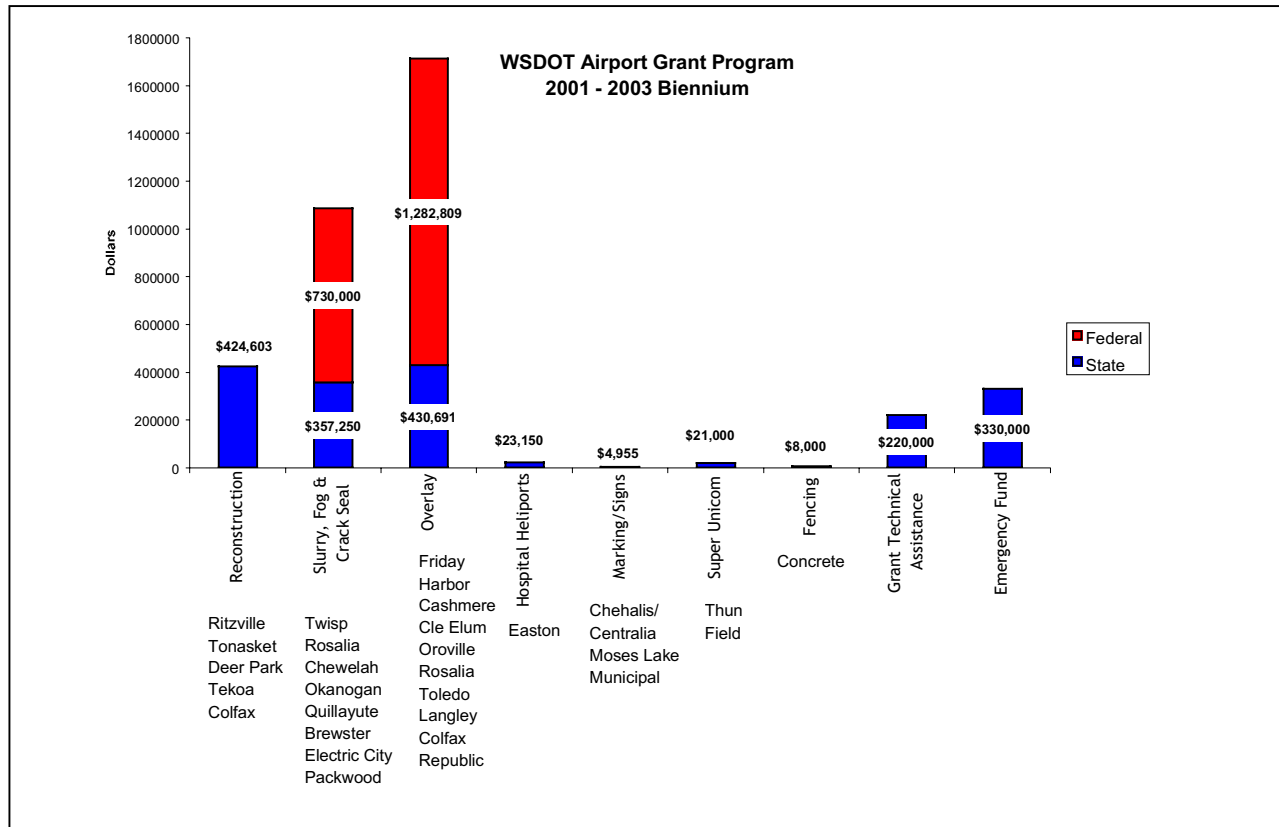


Table 2. Projected Funding Levels

Common State and Federal Requirements

Pavement maintenance projects involving federal aid must adhere to federal sponsor assurances. While federal assurances are much more detailed than state requirements, many of the requirements of state and federal laws are similar. Some of the more significant obligations for smaller general aviation airports to be aware of are the following:

- Keep the airport open for the useful life of the facility for state-funded projects or 20 years from the grant execution date for federally funded projects, and maintenance obligations are not to exceed 20 years for federally funded projects.
- No exclusive operating or use rights may be granted.
- Follow economic non-discrimination and civil rights laws and ensure that airport contractors and subcontractors follow these laws.

- State/federal prevailing wage rates must be paid to project workers.
- Audit of airport project records.
- Competent technical supervision of the project.
- Follow public contracting law for consulting, management, engineering and public works contracts.

Additional Federal Requirements

- Maintain and operate the airport in a safe and serviceable condition in accordance with minimum standards.
- No sale or transfer of airport property without the concurrence of the USDOT Secretary.
- Use all airport-generated revenues for capital or operating costs of the airport.
- Provide annual airport financial and operations data, as requested by FAA.
- Provide contracting opportunities for disadvantaged business enterprises (DBEs).

Project Funding Options

The Non-Primary Entitlement funds allow for several grant administration options and WSDOT will look to each in an effort to leverage federal funds to the greatest extent possible.

1. Federal grant agreements between the airport sponsor and the FAA.
2. Federal grant agreements between WSDOT and FAA for state distribution to airport sponsors.
3. Federal grant agreements between WSDOT and FAA for project completion by WSDOT work force, or by WSDOT contracting out services.
4. Federal grant agreements between WSDOT and FAA for state distribution to local agencies for project completion by local agency work force.

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